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CLASSIFICATION <u>CONFIDENTIAL</u>		
COUNTRY <u>East Germany</u>	REPORT <u>[REDACTED]</u>	
TOPIC <u>Parchim Airfield</u>		
EVALUATION <u>[REDACTED]</u>	PLACE OBTAINED <u>[REDACTED]</u>	
DATE OF CONTENT <u>[REDACTED]</u>		
DATE OBTAINED <u>[REDACTED]</u>	DATE PREPARED <u>5 August 1954</u>	
REFERENCES		
PAGES <u>4</u>	ENCLOSURES (NO. & TYPE) <u>3- three sketches on ditto, with 2 legends</u>	
REMARKS		
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> This is UNEVALUATED Information </div>		

1. After February 1953, construction work at Parchim airfield was conducted by the VEB Bauunion Frankfurt under the supervision of chief construction superintendent Mueller (fnu). In charge of transportation matters was Herr Swidop (fnu) and in charge of financial matters Herr Jaenchen (fnu). A lieutenant colonel, representative of a Soviet Army construction staff was detached to the field. Construction work was done in the following states: From February to mid-March 1953, cleaning-up work on the former hangars, runway and taxiway, and dismantling of long-distance heating pipes.

In mid-March 1953, concreting work by hand was started at the west end of the runway and the old runway was widened by 150 cm and provided with a new 20-cm-thick concrete top layer on the previous concrete cover of about 20 cm. The ratio of mixture was 1:1. Concreting work was completed by late July 1953. In July 1953, aircraft revetments were constructed near the gate at the eastern edge of the field. Gravel for the revetments was hauled from a ditch east of the field outside of the fence. On 14 October 1953, work was completed on the runway and taxiway. Between mid-October and late December 1953, two connecting lanes were constructed. The concrete road beginning at the eastern end of the runway was extended toward the south-southeast to as far as the fuel dump. Concreting work was done on another road leading from the east end of the runway toward the gate at the eastern end of the field, beyond the ditch. In addition, concreting work was done on the floors of the aircraft revetments. The interior walls of the revetments were lined with concrete slabs.

Between March and early July 1954, construction work was under way on the fuel dump where the containers were embedded in concrete and the road, about 8 meters wide, was newly laid. At the same time, a concrete road was constructed around the AA gun emplacement west of the billeting area.

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It was further planned to remove the debris of the former airfield building in the middle of the billeting area and to reconstruct this building as well as the former officers club farther north. 1

2. In early June, about 30 MiG-15s and U-MiG-15s, 4 twin-engine aircraft, 1 Yak-11 and 1 Yak-14 were stationed at Parchim airfield. The unit arrived between 15 and 24 January 1954. In mid-December 1953, the ground personnel with technical equipment had already arrived there. On the day preceding the arrival of the air unit, the runway and taxiways were cleared of snow by about 500 men and German construction personnel who used caterpillar tractors and trucks. Subsequently, the uneven runway was rolled by 3 groups of 6 rollers each. Final grading was done by trucks moving to and fro.
3. The alert flight at the field consisted of 3 to 5 MiG-15s with auxiliary fuel tanks which were mostly parked at the northeastern end of the runway. A starter carriage with about 8 storage batteries was permanently parked between the aircraft. Under the right wing of each MiG-15 lay a compressed-air flask. Near the dispersal area was a small temporary building, the alert shack for the pilots on duty. The aircraft of the unit stationed at the field mostly conducted individual flights and formation flights in elements of two. The individual flights were made at altitudes of up to 8,000 meters. Firing at towed sleeve targets was not observed in the vicinity of the field. However, several take-offs were observed being made by a MiG-15 which towed a sleeve target fitted on a thin wire, about 200 meters long. At night, mostly individual take-offs were made. During the take-offs, two searchlights were in operation on both sides of the runway and one searchlight, about 50 cm in diameter, at the northern end of the runway. An additional searchlight, 150 to 200 cm in diameter, mounted on a truck was moved to a position at the extension of the runway outside of the fence at Parchim-Damm road. This searchlight probably used the airborne MiG-15s as AA target representations. 2
4. The refueling of aircraft was done by about 30 tank trucks. When the individual fuel tanks were filled at the fuel dump, the fuel meter in the driver's cab of the truck was sealed with lead seals by the officer in charge of the fuel dump. The lead seal was removed before an aircraft was refueled and immediately replaced after refueling. The MiG-15s were started by means of one of the 8 starter carriages which moved to the left side of the aircraft. Two cables were used to connect the starter carriage with the fuselage of the plane. After 4 or 5 minutes, a member of the ground personnel opened the valve of a compressed air flask under the right wing of the aircraft. Shortly afterward, the turbine was started. 1
5. The following radio installations and radar stations were observed at the field: A radio installation with one mast both in the eastern extension of the runway and 12 km south-southeast of Parchim, about 10 km northwest of Putlitz between Marnitz and Defal; a PKV-45 DF station north of Parchim, about 500 meters west of the intersection of the Parchim-Severin road and the Parchim-Luebz railroad line and another such radio installation with four masts on Vielingsberg, about 4 km southwest of Parchim; next to the masts of the latter station were 2 trucks and a semi-underground house trailer. Eight to 10 soldiers were counted in connection with the latter station. A Kniferest-type set and a Fishnet-type set in the

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northeastern corner of the field. Another radio installation, of an unidentified type consisting of a radio truck with an antenna mast fitted at the side of the truck, was observed south of the large quartering building. This installation was connected with another radio truck parked at a distance of 10 to 15 meters. The device on the mast rotated continuously. 3

6. The fuel dump in the southeastern corner of the field was supplied with fuel which arrived on 8 to 10 railroad tank cars on the spur track leading from Parchim to the dump. Within the dump, the tank cars were individually shunted onto the western section of the track. The fuel was pumped through a hose from the tank cars into the fuel dump consisting of 12 containers. The pump was on a truck parked between the tank car and the fuel containers. Of the 12 containers, 6 were interconnected and each middle container of the 4 groups of 3 was fitted with a stand pipe. About 15 fuel trailers which appeared to be full were parked in the northeastern section of the fuel dump. The area of the fuel dump was guarded by 7 or 8 patrols. The roads within the dump had concrete covers except for the branch road to the northeastern gate. Major Petrovski (fnu) allegedly was in charge of the dump. The fueling assistants were Soviet Army soldiers. No German personnel were employed at the dump.
7. A 5-wire telephone line strung on poles extended from the airfield to the south-southeast toward Putlitz. From there the line ran toward the north to the Redlin tank training area. During the winter months of 1952/ 1953, another 5-wire line was laid in the Buchholz Forest south of Parchim. Allegedly a specific telephone connection was established between Retzow and Parchim airfields. 1
8. In February 1954, as a MiG-15 was approached for landing, a snow-storm started and the pilot landed at a slanting angle to the runway, resulting in the breaking off of the landing gear while taxiing over a connecting lane. The aircraft rotated several times around its axis but no serious damages occurred. From conversations it was also learned that a MiG-15 crashed during night flying near Spornitz in March 1954. 4
9. All of the pilots stationed at the field were officers who with their families were quartered in a settlement along Danner Weg outside of the field at the western perimeter of Parchim. Thirty to 40 jeeps were available at the field for towing the MiG-15s to their dispersal areas. Once a month the German construction personnel at the field had to attend a lecture on anti-sabotage activities. 2
10. Comment. Source's information on Parchim airfield generally agrees with previous reports. With regard to construction work at the field, referred to under Project No W 104, first carried out by the Bauunion Spree and later by the VEB Bauunion Frankfurt, the following is stated:
 - a. The concrete cover on the runway is only 30 cm thick instead of 40 cm. A new concrete cover of about 12 cm was laid on the old runway which had a top layer of 16 to 18 cm.

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b. Work on the runway was completed in late September or early October 1953 and on the taxiways in December 1953.

c. Work on the fuel dump started in September 1953.

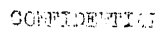
Source of the present report probably did not remember correctly the various dates. The information that Parchim had a special telephone connection to Ratzow auxiliary airfield is received for the first time.

2. Comment. The statements on the number of aircraft, refueling and starting of aircraft, and the installations at the field appear correct. For layout sketch of airfield, see Annex 1. For sketch of fuel dump, see Annex 2.

3. Comment. The radar station consisting of a Uniferest-type set and a Fishnet-type set has been confirmed. Of the radio installations mentioned, the 2 landing beacons and the FKV-45 DF station in the eastern extension of the runway are known, while the second FKV-45 DF station, the radio installation with one mast south-southeast of Parchim and the radio installation of an undetermined type are reported for the first time. For sketch of latter installation, see Annex 3.

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Legend.Layout Sketch of Parchin AirfieldI. Buildings and Installations

- 1 Officers club of komendatura
- 2 Firing range for carbines and machine guns
- 3 Firing range and zeroing-in stand for MiG-15s
- 4 Transformer
- 5 Large hangar housing motor vehicle repair shop in northern section and aircraft repair shop in southern section
- 6 House trailer with skids next to 6 trucks
- 7 Brick building housing fire department with 3 fire trucks parked at the side
- 8 Large quartering building
 - Section A housing hospital
 - Section B housing komendatura, fenced in and guarded by sentries
 - Section C and D housing EM quarters
- 9 Pigsty
- 9a Garage housing 5 trucks with mounted searchlight, about 50 cm in diameter, and 1 truck with mounted searchlight about 150 cm in diameter
- 9b Building housing carpenter's shop, electro-mechanics' shop and pigeon loft
- 10 Dispersal area for MiG-15s; about 25 MiG-15s were observed there
- 11 Temporary building housing flight control station, with tower and siren; alert unit
- 12 House trailer with skids
- 13 Low wooden building for operating personnel of AA guns, south of it earth bunker for AA officer
- 14 AA gun emplacements with 6 AA guns, probably 57-mm
- 15 Paint shop
- 16 Revetments for 15 to 20 trucks in case of alert
- 17 Sentry box
- 18 Dispersal area for 3 to 5 alert MiG-15s only in exceptional cases and at east wind
- 19 Four earth bunkers, probably for storing bombs, area is not fenced in but guarded by patrols
- 20 Fuel dump
- 21 Bunker for sentry of fuel dump
- 22 Brick building housing laboratory for fuel tests, billet of Major Petrovski who is in charge of the fuel dump, and quarters for fueling assistants
- 23 Wooden storage shed with concrete pillars storing ammunition for aircraft armament
- 24 Brick building, probably storing ammunition; cannon ammunition for MiG-15s was being loaded on ammunition belts in front of this building
- 25 Wooden storage building with concrete pillars storing aircraft ammunition
- 26 Temporary building for pilots of alert flight
- 27 Truck with glass cupola, probably occupied by the officer who gives the orders for take-offs and landings
- 28 Garage housing about 120 trucks
- 29 Sentry box
- 30 Building formerly housing units stationed at the field

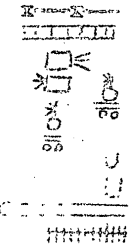
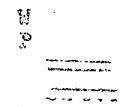
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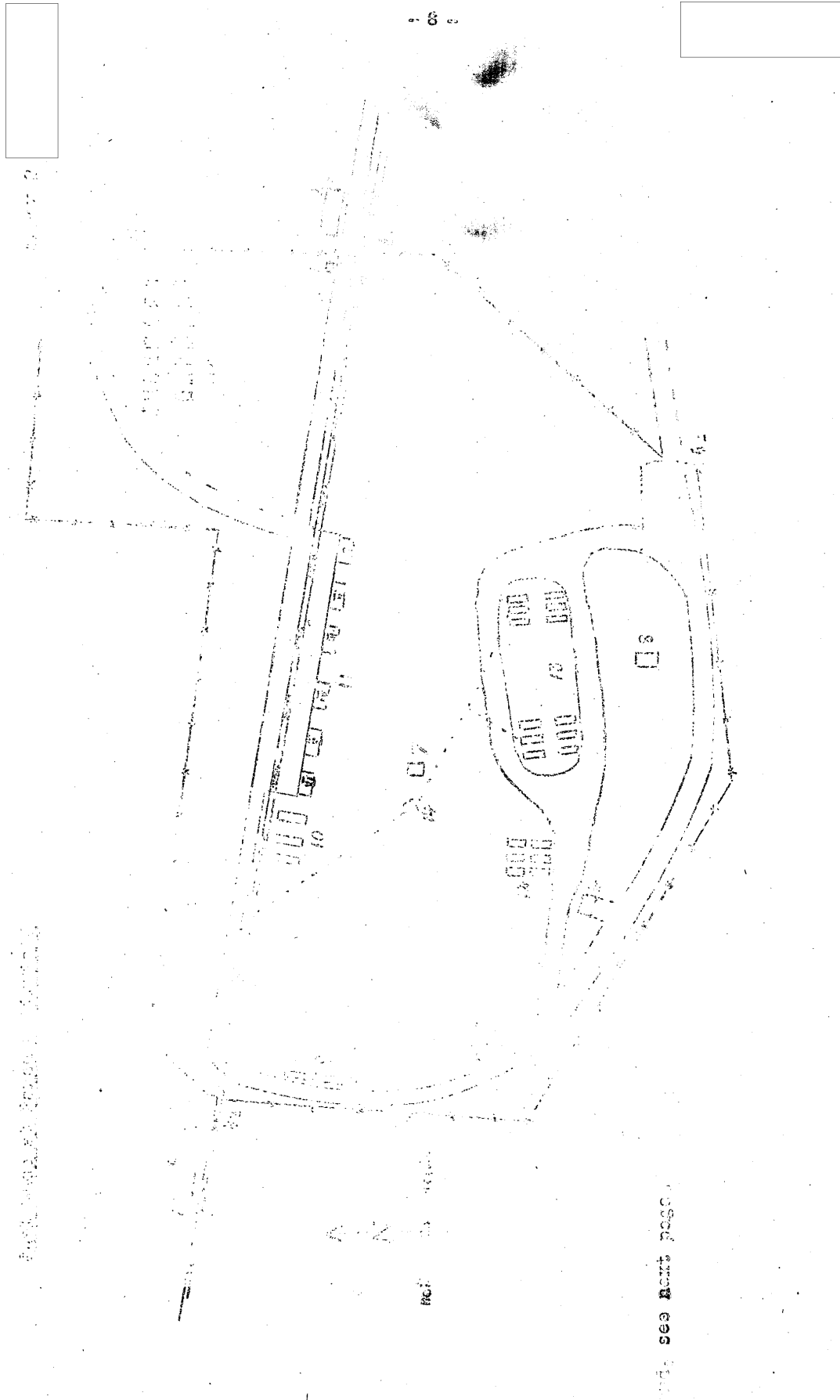
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- 31 Former officers club
 32 Dog kennel
 33 Location of unidentified radio installation; see Annex 3

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 Fence of wire and barbed wire
 Board fence III damaged section
 Bright red lamps, about 40 cm in diameter
 dark red lamps, about 40 cm in diameter
 Searchlight, 150 to 200 cm in diameter, mounted on truck
 Searchlight, about 20 cm in diameter, mounted on truck
 Aircraft movements
 Planned aircraft movements
 Planned extension of ditch, now 8 x 250 meters
 Embankment
- 
 Concrete fire pond, about 10 x 3 meters, full of water
 Sentry
 Concrete road
 Macadamized road
- G1 Main gate with guardhouse
 G2 Large gate for MiG-25s, mostly closed
 G3 Gate, is opened on request, dugout for sentry
 G4 Gate at road and railroad line, usually closed, nearby sentry box since recently occupied
 G5 Gate, is opened only during alert, guarded by sentry
 G6 Gate for pedestrians, permanently open, guarded by sentry in sentry box



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Annex 2

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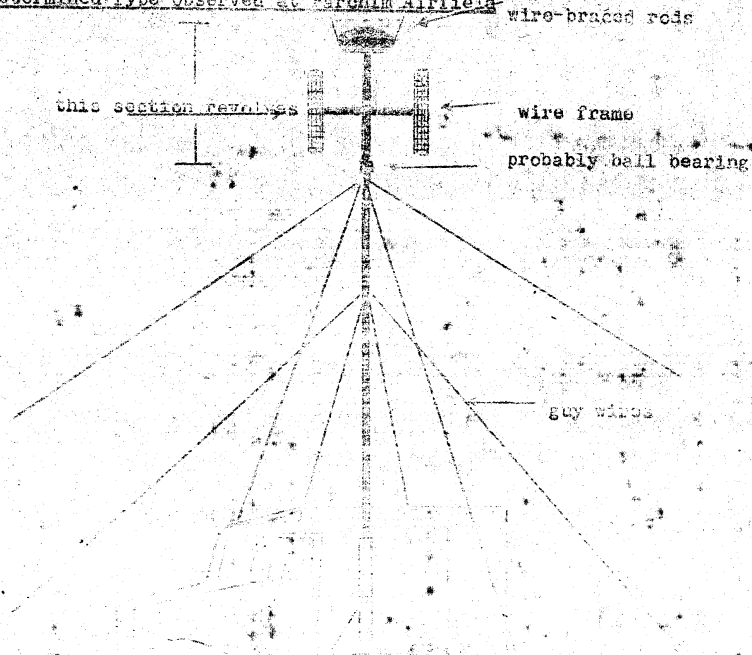
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- 1 Underground bunkers for sentries at main gate
- 2 Brick building housing laboratory for fuel tests, billet of Major Petrovski, officer in charge of fuel dump, and quarters for fuelling assistants
- 3 Storage building for oil and acid barrels and for tar required for storage batteries
- 4 Garage for model GAS-83 truck with pump
- 5 Garage for model GAS-83 truck with pump
- 6 Fuel tank
- 7 Fire pond, full of water and covered
- 8 Fire pond, full of water and covered
- 9 Two containers with aviation gasoline, each container holding 30,000 to 40,000 liters; containers are embedded in concrete and full of gasoline
- 10 Three containers with petroleum-like fuel, each container holding 10,000 to 40,000 liters; containers are embedded in concrete and connected with each other; stand pipe fitted at middle container
- 11 Five concrete buildings; rails of streetcar line are embedded in concrete; pump for petroleum-like fuel in building No III; pump for gasoline in building No VI; each building 6 meters long, 6 meters wide and 2 meters wide; two containers with an undetermined content are stored in each building
- 12 Six containers interconnected, embedded and filled with petroleumlike fuel; each holding 30,000 to 40,000 liters
- 13 Two groups of 6 containers each; 3 containers each are interconnected; there is probably a connection between the 2 groups of 6; stand pipe fitted at middle container of each group of 3; each container holding 30,000 to 40,000 liters of petroleumlike fuel; all containers are embedded in concrete
- 14 Model GAS-83 truck with pump employed for pumping the fuel from tank cars into fuel containers
- 15 About 15 built-up fuel trailers, full of fuel, are used only in very intensive air activity
- 16 Main gate guarded by sentries; gate at railroad line usually closed
- 17 Open gate, no sentries
- 18 Gate at railroad line, usually closed
- 19 Gate at fence, most closed and unguarded

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Radio Installation of Undetermined Type Observed at Parchin Airfield



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